

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, TUESDAY, JUNE 24, 1879.

日五初月五年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GORDON, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 180 & 184, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEY, 19, Rue Monsieur, Paris.
NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BRAN, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNINGSEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELO & Co., Souto, CAMERON & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., and KERRY & WATSE, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....5,000,000 Dollars.
RESERVE FUND,.....1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.,
Deputy Chairman—HON. W. KENNEDY,
E. R. BELLIOR, Esq.,
H. L. DALRYMPLE, Esq.,
H. HOFFMANN, Esq.,
A. McIVER, Esq.,
WILHELM REINHOLD, Esq.,
F. D. BARBOON, Esq.,
W. S. YOUNG, Esq.,
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.,
MANAGER.
Shanghai,.....EWE CAMERON, Esq.,
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 15, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foo-chow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,
p. Manager.

Oriental Bank Corporation,
Hongkong, May 29, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 17th & 18th March, 1848.)

RECOGNIZED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1863.

CAPITAL FULLY PAID-UP.....£3,200,000.
RESERVE FUND.....£200,000.

HEAD OFFICE—14, Rue Bergère, PARIS.

AGENCIES and BRANCHES at:
LONDON, BOULBON, SAN FRANCISCO, MARSEILLES, HONKAY, HONGKONG, LYONS, CALCUTTA, BANGKOW, NANKAI, SHANGHAI, KOBEKOW.

LONDON BANKERS:
THE BANK OF ENGLAND,
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT,
Manager, Shanghai.

Hongkong, May 29, 1879.

Banks.

CHARTERED MERCHANT BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. E. NELSON,
Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL,.....£800,000.
RESERVE FUND,.....£160,000.

Banks.

THE BANK OF ENGLAND.

THE CITY BANK.

THE

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Notices of Firms.

NOTICE.

MR. CARL STIEBEL is authorized from this Date to SIGN our Firm by Procuration here, at Shanghai and at Yokohama.

REISS & Co.

Hongkong, May 29, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHAN HING WO in our Firm CEASED on the 21st day of January, 1879.

MAN FOOK SING HONG,

60 and 62, Bonham Strand.

Hongkong, June 6, 1879.

NOTICE.

MR. NGAN FOOK HOP was admitted a PARTNER in our Firm on the 22nd day of January, 1879.

MAN FOOK SING HONG,

60 and 62, Bonham Strand.

Hongkong, June 6, 1879.

NOTICE.

MR. JAMES ANDERSON, formerly Manager of the FOOHONG DOCK, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co.,

Victoria Foundry, Wanchai.
Hongkong, April 1, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from Captain HOWE to sell by Public Auction, on

FRIDAY,

the 27th June, 1879, at 11 a.m.,—
(For account of the concerned.)

The American Barque
"ABBE N. FRANKLIN,"

of 460 Tons or thereabouts, as she now lies in the Harbour, at the Buoy off the upper West Point Slip.

The HULL, 3 lower Masts, Bowsprit one Anchor and Chain, will be Sold on Board in one Lot.

Boats and Small Spars, will be Sold on Board.

The Sails, Rigging, Stores and all Appurtenances, will be Sold in Lots, on Shore, at the upper West Point Slip.

TERMS OF SALE.—Cash on the fall of the hammer. The Vessel and all Lots, with all faults and errors of description, to be at Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, June 19, 1879.

Intimations.

EX LATE ARRIVALS.

CHILDREN'S BOOKS, Latest Editions.

CAVENDISH ON WHIST.

POLE'S THEORY OF WHIST.

WALKER'S CORRECT CARD.

BALBRIGGAN UNDERSHIRTS (A Novelty).

WIRE RAT TRAPS.

BULL'S EYE LANTERNS.

BATA SPONGES.

WHITE BRO'S PORTLAND CEMENT.

LAWN TENNIS BATS, BALLS and NETS.

LAWN BOWLS, QUOITS and OTHER GAMES.

Scotch Home-made JAMS and JELLIES.

PHOTOGRAPHIC ALBUMS.

ICE PITCHERS and PAILS.

AUTOMATON UMBRELLAS.

French BOOTS and SHOES.

English BOOTS and SHOES.

CHRISTY'S BLACK and DRAB HATS.

"YOU DIRTY BOY."

CORE'S GOLDEN CLOUD TOBACCO.

American GOLDEN LEAF TOBACCO.

Well-Seasoned CIGARS.

MEERSCHAUM PIPES and CIGAR TUBES.

POCKET-KNIVES.

QUININE.

LANE, CRAWFORD & Co.

Hongkong, June 19, 1879.

Auctions.

PUBLIC AUCTION.

CLEARANCE SALE.

THE Undersigned will resume the Sale of LAMBERT, ATKINSON & Co.'s VARIED STOCK

ON

WEDNESDAY,

the 25th June, 1879, at 12.30 p.m.,—
at their

PREMISES, PEDDAR'S WHARF.

G. R. LAMBERT,

Auctioneer.
Hongkong, June 23, 1879.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the

MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON,

Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.
Hongkong, May 28, 1879.

SELLING OFF.

AS it is necessary to Effect a COMPLETE CLEARANCE by the end of the present month,—The whole of

LAMBERT ATKINSON & Co.'s REMAINING

VARIED STOCK,—

comprising:

FAMILY STORES.

WINES.

SPIRITS.

STATIONERY.

ELECTRO-PLATED WARE.

GLASSWARE.

CROCKERY.

SHIPCHANDLERY, &c., &c., &c.

Will be sold at FURTHER GREATLY REDUCED PRICES.
Hongkong, June 4, 1879.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

For Sale.

FOR SALE.

(To close a Consignment.)

A Few Cases RUINART'S well-known CHAMPAGNE, at \$10 per Case of.....1 dozen Quarts.

\$11 per Case of.....2 " Pints.

LANE, CRAWFORD & Co.

Hongkong, June 17, 1879.

Intimations.

NOTICE TO MARINERS.

No. 102.

CHINA SEA.

RIVER MIN—FOOCHOW DISTRICT.

AYMAR ROCK BUOY.

NOTICE is hereby given that, in July next, a Red and Black CHEQUERED NUN BUOY, 6 feet in Diameter and without a Cage, will be used to Mark the AYMAR ROCK during the temporary Removal for painting of the present Buoy.

By order of the Inspector-General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

Imperial Maritime Customs, Engineer's Office, Shanghai, 10th June, 1879.

NOTICE.

UNTIL further Notice all Communications for the Portuguese Consulate in Hongkong, or addressed to the Undersigned, should be Directed to the Care of A. G. ROMANO, Esq., Honorary Consul of Portugal.

J. LOUREIRO,

Consul-General of Portugal.

Consulate of Portugal, Hongkong, June 20, 1879.

NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1878.

SHAREHOLDERS in the above Office are Requested to furnish the Undersigned with a List of THEIR CONTRIBUTIONS for the Year ending 31st December, 1878, in order that the Distribution of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th JUNE Next will be Adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 14th May, 1879.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on NET PREMIUM CONTRIBUTED, payable at our Office on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,

Agents.

Hongkong, May 5, 1879.

Intimations.

NOTICE.

ALL CLAIMS against the Undersigned Firm, to be sent in on or before the 30th Instant, or they will not be Recognized.

W. B. SPRAITT & Co.

Hongkong, June 3, 1879.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire GODOWNS to be let.

MEYER & Co.

Hongkong, June 2, 1879.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 1st to the 10th Proximo, both days inclusive.

A. NEWTON,

Manager.
Hongkong, June 19, 1879.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central.
Hongkong, June 20, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, are Open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.

nection with this matter, the Bombay Chamber, in its report for 1877-78, now publishes some curious if not generally interesting correspondence between the Glasgow and Calcutta house of Finlay, Muir and Co., and the telegraph authorities in England, on the subject of a code generally popular among merchants, and compiled by Mr. Whitelaw.

This code consists of 99,500 names of towns in English, German, and Hindi, some real, others formed by combining town terminations in either of the three languages with nouns, adjectives, or names of the same language—with the proviso that the first half of the word formed should be a real word, and the second half or affix a real town affix of the language. Thus in English, Clevebridge and Lowerton, and in Hindi Dhupnagar and Daryapore, would be *bond fide* words. The Telegraph Department has, it appears, lately objected to such fictitious names being accepted at single rates, and has either refused messages tendered in this form or has charged double rates as for cyphers, on the strength of the rule of the St. Petersburg Convention, which lays down that "combinations of words contrary to the usage of the language are not admitted." The argument of the merchants is that although the words are not real, the combinations are in accordance with the usage of the language. Philologically they are doubtless right, but they can hardly expect telegraph clerks to be so well up in the philological structure of these languages as to discriminate between the legitimate and illegitimate words.

The following interesting extract as to a river bank changes, is from an elaborate paper by M. F. Vidalia in a late number of the *Revue des deux Mondes*—

Whenever the curvature of a river's bank changes, the current shifts from one side to the other, but its direction is indeterminate in a straight reach of whatever length, which joins two reaches whose banks are curved in opposite directions. This circumstance favours the formation of shoals in the straight reaches. A regular succession of symmetrical curves is therefore essential if a river channel is to maintain a fixed position and a tolerably uniform depth. Few streams enjoy these conditions of ideal perfection. In order that they should possess them, their course must lie through soft plains of clay, free from obstacles capable of interfering with the natural laws of their motion. In France, the Charente is almost the only river whose lines are thus harmonious. But there are many instances to be found among the great rivers of Asia. They traverse vast alluvial plains, through which they can freely make their way, according, so to speak, to their own convenience. These rivers therefore offer magnificent facilities for navigation through an immense extent of country to ships of the greatest draught. Two sections appear to be constituted in the beds of these typical streams, one for the piling up of alluvium, the other for the free play of currents. The deposits fall on the parts of the bank which project into the stream, while the water forms whirlpools in the concavities, so that the river of itself preserves the channel in an unvarying position in spite of all its bends.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honor the Chief Justice, and a Special Jury.)

Tuesday, June 24.

SWIRE AND OTHERS v. YAN CHUNG FO.

This action was brought for the recovery of \$12,438.84, being the balance due for passage money in respect of passengers shipped in the defendant's steamer from Hongkong to the Straits. The business was done by Ouy Kum Fong, the machinist or general manager of the defendant's Hong, the Man Hing Chan, who conducted a Hong of his own called the Kwan Yee Hong, registered at the defendant's Hong, and also a separate passenger business at the Praya called the Nam Hing, in respect of the plaintiff and defendant had various transactions since the establishment of the latter's Hong early in the year 1877. The dealings between Ouy Kum Fong and the plaintiff as regards passengers were previously very small, until the autumn of 1878, when he proposed to go more heavily into the passenger traffic, and asked the plaintiff to give him credit; which the plaintiff agreed to do on good security, previous transactions having been for cash. The security Ouy Kum Fong offered was the Man Hing Chan, defendant's Hong, which had previously many dealings on their own behalf and on behalf of the other Hongs registered with them, for whom they were security. On submitting the Man Hing Chan to their compendore, the proposed security was agreed to; and it is alleged on the part of the plaintiff that the arrangement was in the first instance entered into by the late deceased Mok Si Yung, formerly compendore of Messrs Heard and Co., and was subsequently confirmed by the resident partners and representative of the defendant in Hongkong. In accordance with this arrangement it is alleged by the plaintiff that each shipment of passengers was "shipped" by the defendant's Hong, this arrangement continuing down to January of the present year, various sums having been paid on account by Ouy Kum Fong. Having been pressed for payment the latter absconded, when the Manager of the defendant's Hong, Yung E Wo, refused to recognise the transactions, so alleged to have been entered into by his Hong. The defence now set up appears to be that the defendant's manager, Yan E Wo, in becoming security as alleged, acted without the scope of his authority, and that the charge in question are forgeries.

The Acting Attorney General, (Mr. Russell), instructed by Mr. Brasen, appeared for the plaintiff; and Mr. Haylar, Q.C., instructed by Mr. Johnson (of Sharp, Toller and Johnson) for the defendant. The following special jurors were empanelled to try the case—J. B. Coughlin, W. E. Hughes, A. Miller, W. L. Ray, C. D. Bottomley, Robt. Walker, and Dunnehy Kuntze.

Mr. Russell opened the case at some length, and called the following evidence:—George B. Yuill:—I am employed by Butterfield and Swire and sign for the firm. The members of the firm are the plaintiffs. I have been here since January 1876, and have signed for the firm since February 1876. The firm are shipping agents for the

Blue Funnel Line in chartering ships, and are general merchants. I know the ships *Deucalion, Priam, Diamant, Manelais, Achilles, Patroclus, Nestor, Agamemnon, Antenor, Ulysses, Zambouang, Madagascar*, and the others on this list produced (marked A). There are one or two chartered steamers in this list: the others are the firm's steamers. Those steamers carried on trade between Hongkong and Singapore, Penang and elsewhere, during the dates specified opposite to each, taking passengers and freight. Our Compendore is named Ng A Hip. I know the Man Hing Chan firm; they are agents for the green funnel line and general merchant and shippers. We have done business with them; we have carried freight for them. The only man who came to our office as representing that firm was Ouy Kum Fong. We have had indirectly passage freight transactions with them also. These transactions have been going on ever since they opened the firm. We have had transactions twice and sometimes three times a month. I carry on the business of licensed passage-broker on my own account. It is usual for every large shipping firm to have one of their members or assistants a licensed passage-broker. As such it is my duty to go to the Emigration office, to pass passengers, under the Chinese Passenger's act and Emigration Ordinance, &c., and to enter into certain bonds; (bonds put in). I have been doing this since the beginning of 1877. As passage broker I do business for other firms than Butterfield and Swire. I know the steam ship *Fernotover*. I do not know to whom she belongs. Her agents are Man Hing Chan. I did passage-broker business in connection with her on one occasion, March 1878. I was requested to act for the firm of Man Hing Chan by Ouy Kum Fong, as machinist, which (as I understand it), means the man empowered by a Chinese firm to transact Foreign business. It was in that capacity I knew him. In connection with the *Fernotover* I went to the Emigration office; Ouy Kum Fong met me there by appointment. I was here in 1876 and knew the Sun Cheong Hong, and knew Ouy Kum Fong in connection with that firm. He was machinist to that firm. I speak of my own knowledge. I have dealt with him in that capacity. That firm acted as agents for the *Carrisbrook*; the *Fernotover* had not at that time been in China. They were agents for the Green Funnel ships. I have managed the shipping business of our firm for the last three years or more. The usage of our firm in obtaining Chinese freight is this; we have Chinese clerks who go round the town to visit the different Hongs, and bring merchants to our office. Ouy Kum Fong had dealings with our firm. I do not know who the parties interested were. He spoke in his own name about Chinese passengers; he was our agent for engaging passengers for any steamers loaded by us. We paid him a commission, 5 per cent. on the passage money. At first he paid us in cash, deducting commission; in anticipation we gave him passage tickets, and he afterwards paid our compendore. This system was altered in September 1877; it had continued then for about a year. Then Ouy Kum Fong applied for credit; he was not then in debt to the firm beyond a very few dollars. After that he was guaranteed. (Evidence objected to, witness not knowing this of his own knowledge; and witness admitting that he had not seen the guarantee, objection upheld). A change took place in the arrangements, and we gave him credit.

Cross-examined:—We had several transactions with the Hing Chan firm for freight and for these we sent in the debit notes. Those debit notes were always met (notes produced). I cannot tell whether these are all the debit notes. With reference to the indirect passenger transactions I have referred to, I allude to those which are the subject of this suit.

To the Court:—There are no other but those the subject of dispute.

(After an hour or fifteen).—J. M. Alves:—I am a clerk in the Harbour office. I attend to the emigration and shipping. It is my duty to attend to all applications to carry passengers, and to see all the papers right. I know the *Fernotover*. I have recent papers connected with her here, two applications with connected papers in each case. The first application, for a licence, 11th March 1876, is from the Man Hing Chan, is signed by Ouy Kum Fong; I saw it signed. He signed his own name and the name of the firm. He told me he was a partner in the Man Hing Chan. If he had not represented himself as a partner I would not have allowed him to sign that paper; the application must be signed by the agent or charterer of the vessel. The bond is signed by Ouy Kum Fong, in the capacity of surety for the Captain, in £1000. I believed him to be good for that amount because he told me he was a partner in the Man Hing Chan, with the standing and position of which I am well acquainted.

By the Court:—Do you, as a rule, make enquiries as to the standing of the man who becomes surety?—No.

Examination continued:—The second application, 29th April, 1876, is an application to carry passengers under the licence. It is signed Ouy Kum Fong and Man Hing Chan; he signed it. The licence is with the Captain. There is a bond connected with this application too. The signature too is the same here. My previous answer applies to the second set of papers as well. Ouy Kum Fong is the only person I ever knew applying to our office in name of the Man Hing Chan.

Ng A Hip:—I am compendore in Messrs Butterfield and Swire's, and have been so for about ten years; I had previously been a compendore in Macao to the English Consulate; and was assistant compendore in Messrs Heard & Co. for four years. I was acquainted with Mok Si Yung, compendore to Messrs Heard & Co. I was under him. When I joined Butterfield and Swire's he stood security for me. I knew the Sun Cheong Hong; it carried on business in Old Fish Lane. Of the four partners in that Hong I remember two only Yau Sam Fung and Yau Chung Fo, the defendant in the present suit. I do not know the man to speak to; I imply know the name; I have never seen him. I know he is a partner because Mok Si Yung told me when I asked who the partners were. (Evidence not admissible). They were general merchants. I remember the Sun Cheong Hong closing and becoming the Man Hing. I had small transactions with the Sun Cheong, passengers and freight. I know Ouy Kum Fong. He had connection with the Sun Cheong Hong; he was machinist in it. I understand by machinist a man in a Chinese general merchant's who knowing the English language, goes and does business with the foreign agents.

Question:—What are the usual and customary powers of a machinist? Question objected to by Mr. Haylar, who said the word simply stood for "merchant"; he had heard it thousands of times and he had never in all his experience known any attempt to give it any technical meaning.

Mr. Russell pressed the question, and referred to the recent "compendore" case, where evidence was taken as to what his position was. Objection overruled.

Question: What are the usual and customary duties of a machinist?—Whatever business is done with foreign houses, the machinist goes about it.

Does the machinist buy or sell for both, of his own authority, and at his own prices, on behalf of the Native Hong?—Yes.

Examination continued:—I have known Yan E Wo five or six years. I first knew him through his being a partner with Mok Si Yung in the Yu On Tai, also a general merchant. That Hong was dissolved three or four years ago. I do not remember the precise time. E Wo then went over to the Man Hing Chan; defendant's Hong, and became the head of the firm. I know the man pretty well. He and I and Mok Si Yung were on good terms. We constantly went to each other's places of business, to smoke opium. I have been very often to the Man Hing Chan. Ouy Kum Fong was also in the Man Hing Chan; he went over there from the Sun Cheong to it, and has been in it all along. I know a man named Achoy. He was also in the Man Hing Chan; he sold goods, and enquired in the Man Hing Chan was that of machinist. On behalf of Messrs Butterfield and Swire I have had transactions with the Man Hing Chan in connection with freight. I know the Kwong Yee Hing connected with the Man Hing Chan. The office of the former is in the Man Hing Chan. I do not know whose business it is. It does business with Shanghai, principally sugar and general goods. I know the Sun Lung and Man Kee in the same office; they do Singapore business; and also the See Loon, in the same office.

The Chief Justice: What a tremendous place this Man Hing Chan must be. I hope the jury are able to follow all this. I am not.

Mr. Haylar: Sort of marvellous affair. Mr. Russell: It is an extensive concern. Question: Have you done business with these firms?

Mr. Haylar objected to this evidence. His doing business with these four other firms could not possibly affect the question of the guarantee in the slightest.

Mr. Russell had gone carefully into the case, and had been at the trouble of getting at an understanding of the difficult and intricate questions involved. He saw his way to prove his case; and if the Court would bear with him, it would be seen he had not unnecessarily taken up the time of the Court. The case was a complicated one, and could not be put in a nutshell. He believed he must get the credit of some common sense and judgment and ought to be allowed to conduct his case in his own way, not as the learned counsel for the other side desired it to be conducted. He was sure he never interfered with Mr. Haylar in the conduct of his cases.

Witness: I have done some freight for all these Hongs. I did not trust the four Hongs for the freight on their own responsibility. I trusted them because they were in the Man Hing Chan. The Man Hing Chan put the chop, so I trusted them. The business with the four Hongs was transacted through the machinist in the Man Hing Chan—Ouy Kum Fong.

Court adjourned till to-morrow morning at 10 o'clock.

Marine Court of Inquiry.

THE "G. O. TRUFANT."

A Court of Inquiry was held to-day at the Harbour Master's Office, to investigate certain charges of misconduct preferred by the master of the British barge *G. O. Trufant* (Capt. C. Thomas) against the chief officer, Mr. Charles Sauter. The general charges preferred were as follows:—that since leaving Cardiff on board the *G. O. Trufant* defendant had been troublesome and was incompetent for the duties of Chief Officer; incompetency and gross neglect in the matter of keeping the log-book. The following were the specific charges:—

- 9th April.—Neglect of duty and breach of discipline.
- 25th April.—Neglect and refusal of duty. Insolence and using bad and profane language.
- 26th April.—Offensive and insolent behaviour.
- 30th April.—Neglect of duty; false assertions; insolence and profane language.
- 2nd May.—Refusal to obey; assault; using profane and indecent language.
- 21st May.—Misconduct; disobedience and assault.
- 28th May.—Insulting language.
- 31st June.—Improper conduct; disobedience.
- 9th June.—Improper conduct; insulting language.

The Court comprised C. V. Creagh, Esq., Senior Police Magistrate; H. G. Russell, Esq., Harbour Master; F. D. Sanson, Esq., (unofficial Justice of the Peace); J. Reeves, Esq., Master British steamer *Swire*; and R. MacMurdo, Esq., Government Marine Surveyor. The several charges having been read.

Captain Thomas, the master, was examined. He said:—The defendant is Chief Officer of the *G. O. Trufant*. On the 15th March I found that the mate had not entered the ship's position at noon in his log book. I gave an order which I wrote in the book:—"The chief mate will please work up the ship's day's work."

Mr. Creagh said that he found there was an entry in the book to the effect that "the chief mate could not find the speed of the vessel, as he has not an ordinary log line at his command."

Examination continued:—On the 17th March I found my order had not been attended to, so I took the log book away, and afterwards kept it myself. On the 9th April defendant was guilty of neglect of duty and breach of discipline, in allowing the men to leave their work and mix in a fight; not taking any steps to prevent the same. Directly I heard the disturbance I went on deck and stopped it. On the 2nd May he came on deck with a pipe in his mouth, and walked on the weather side of the deck. I told him that he must go on the lee side to smoke. He replied that he was off duty now, and continued to walk on the weather side,

smoking. I stood in front of him, and he walked right up to me, still smoking. I knocked the pipe out of his mouth, and he said: "What are you going to do? If my spirit is roused I will not stop at anything." He then caught hold of me by each arm. The steward and second mate both witnessed this. I threatened to put him in irons, and he said he wanted me to do so.

To defendant:—You came in contact with me on the main deck by walking towards me, I standing still. You did not assault me before I spoke to you, neither on the 2nd May or the 9th May.

George Cousins, the second mate, said:—I shipped at Cardiff (Shewen entries in the official logbook bearing his signature).—These entries were all signed by me. I kept a watch on board the ship. There was a patent log on board the ship. It was not in general use. There was no ordinary log-line and glass on board the ship. There was a log-alike on which the ship's course was noted. I always noted the course on this plate in my watch when I could get at it. It was kept in the mate's room, and for three or four weeks I could not get into the room, as it was locked in some way. I don't know how he locked it. I used to guess the vessel's speed by looking over the side. I sometimes did some of the navigating duties. I worked up the chronometer time, and the day's work. I only did this occasionally. One thing I should like to say is, that when the Captain took away the log-book from the mate, the latter said there would be a "row," as he had not worked up the day's work for the last eight days. I recollect the occasion on which I had a fight with some of the men. I reported a man to the Captain for neglect of duty; the man called me a liar two or three times, and I then struck him. The man struck me back, and several others took part in the disturbance. He was looking on and did nothing. I recollect the Captain finding fault with the mate for smoking. The Captain said that smoke was offensive to him. I do not recollect the mate's reply. I know as a fact that the mate was put off his duty on the 30th April, for using bad language. I recollect the Captain ordering the mate to go off the weather side of the main deck. The mate was smoking. I heard the mate say he "was not a dog, that he had the spirit of a man, and if it was roused he would not stop at anything." I cannot say if the mate did go off the deck or not. He was very abusive and he called me "a tail-bearer" and "a son of a—." I said I had only done my duty, and that he had brought all his troubles on himself.

As the examination proceeded, the defendant called the attention of the Court to the fact that the witness was looking over the log.

Witness was requested to stand back.

Later on, he produced a small memorandum book, and said he should like to refer to it if the Court would allow him. The entries were made at the time. (They much resembled the entries in the log book.)

Witness was then cross-examined by the accused at some length.

Witness at the conclusion of his evidence asked if he might be allowed to make a statement on his own account.

Captain Thomas said that they were not there to investigate anything concerning witness.

Witness said he wished to state that the discipline of the ship had been destroyed, and he had been abused by—

Witness was told to sit down.

George Darlington, the cook, was then called. The Court asked him very few questions. In cross-examination he said, I never went off to the fore-cabin with a pipe in my mouth.—This witness had also kept a diary and produced it. (He referred to it to refresh his memory.)

Mr. Sauter (the defendant) was then asked if he wished to make any statement. He said he did, and asked to be allowed to refer to a log he had kept.

The Court allowed him to do so; and he then gave a statement of what had occurred. He said:—I do not mean to assert that my log was kept correctly. I was strange to the ship; we had only left Cardiff a few days. There was no log-line on board the ship, and I could not possibly keep a correct dead reckoning within a mile or two. Captain Thomas himself could not do it without the aid of his chronometer. I am ready to prove that I am quite capable of keeping a log. With regard to the fight; I was not present, as the 2nd mate says I was, until the end of the disturbance, and the Captain was then separating the combatants. On the 23rd April the Captain gave the second mate an order to brace the yards. I was standing by the galley door, and I took three men to—heave down the fore-tack. Where I was standing I had just as good an opportunity of seeing whether the yards were properly trimmed as if I was aft. The second mate was quite capable of slackening away the braces. When the Captain told me to go to the braces, I said I could not be in two places at once. I was seeing to the fore-tack. The Captain said "Never mind the fore-tack." I said, "Very well, if you order me I must do it, but if you could command me, I am dead if I would do it." The cook and the 2nd mate could not have heard this. I went to the braces whilst the 2nd mate stood with his hands in his pockets. With regard to the charge on the 28th April, the Captain ordered me to go forward and smoke; as the smoke was blowing in the cabin, I saw having blown the smoke in his face. On the 30th May, the Captain complained about the light sails not being set before 8 a.m. I told him I was very busy. The Captain said this would not do; I must have the decks washed, the sails all trimmed and hoisted up before 8 a.m.—Defendant then went through the various charges *versus* him. He did not deny entirely having made use of bad language, but said he was provoked to it on each occasion. The Captain, he said, did everything he possibly could to provoke him. He firmly believed, the Captain wanted him to strike him, so that he could have the satisfaction of bringing him to Hongkong in irons. As to the evidence of the second mate and cook, it was influenced, he said, by personal animosity. The Captain had behaved as he had on account of something which had happened at Cardiff. A steward there had not pleased the Captain, and he told him to get out of the ship before dark. (The defendant gave the steward a pass to leave the deck with his clothes; and when the Captain heard of it he was enraged. He did not want the steward to have his clothes, but wanted to present him for leaving the ship. The Captain had been heard to say he would make the mate sorry for what he had done.)

Evidence was then called for the defence. About twelve able seamen were examined, but they saw very little of what had

occurred, excepting that there were unpleasantnesses between the Captain and mate. Some of them said that the Captain appeared to find fault without any occasion. The mate was a good sailor.

William Sullivan, an able seaman on board the *G. O. Trufant*, stated:—I witnessed a scuffle between the second mate and a man named Anderson. I did not see the commencement of the fight. The mate was on the same side of the deck; he did not interfere. The Captain was also present. I recollect the 30th April; we braced the yards and set the fore and aft sail from 4 a.m. to 6 o'clock; the jib halyards carried away, and we had to reeve them again. I never heard you (defendant) disobey an order of the Captain's.

By Captain Thomas:—The mate was nearer the light than you were.

William Donaldson, a lad, was next examined; he said:—The mate was at the fore hatch when the fight was going on. He went towards the scene of the fight. The Captain got there first. I saw the pipe knocked out of the mate's mouth. I saw the steward smoking on the quarter deck.

William Brooks, an A.B., said:—I have often heard the mate and the Captain having squabbles together; I did not know what it was all about, and did not trouble myself about it. It was none of my business. I have heard the Captain order the mate to the lee side of the deck to smoke; I have often smoked on the quarter deck at night.

Henry Brandt, an A.B., was called.

Captain Thomas enquired what evidence the witness was supposed to give.

Defendant said he could only give a general statement.

Captain Thomas pointed out that it was usual for persons calling witnesses to know what evidence they could give.

Defendant said that he had had no opportunity of speaking to the crew. If he had attempted to speak to the men, he would have been committing a breach of discipline.

Witness was then examined: he said:—I have often seen the mate and the Captain quarrelling. I have often seen the Captain find fault with the mate when there was really no occasion.

A few other witnesses having been examined, the Court was cleared for about half an hour, and the following finding was then delivered:

FINDING.

The undersigned, after a full investigation of the charge preferred by Gamaliel Thomas, master of the British steamer *G. O. Trufant*, official No. 70,696, of London, against Charles Sauter, first mate of the said ship, No. of whose Certificate of Competency in Canada is 1208, and as follows:—

1.—We find that Charles Sauter kept the ship's log book in an irregular and negligent manner.

2.—We find that Charles Sauter is guilty of insolent and insubordinate language to the master.

3.—We find that the master, Gamaliel Thomas, was aggravating in his manner towards Charles Sauter, tending to create a breach of the peace.

We hereby severely reprimand Charles Sauter, and recommend that he be discharged from the ship.

GENERAL GRANT IN JAPAN.

General Grant, with his party goes on his way rejoicing. We have already reported his reception at Tientsin and Peking. He was expected to arrive at Nagasaki on the 20th, and there their Excellencies Mori and Yoshida awaited him to welcome him to Japan, on his first setting foot on these shores. He was expected to spend some days in Nagasaki, and probably ten more days in Kobe, Kioto, and the surrounding places. At Kioto they were to give him a Garden-party, a form of entertainment which had only been agreed on after some considerable discussion, the most weighty argument in its favour being that the General had preferred this form of entertainment at Hongkong. When he reached Nagasaki the Governor was to take charge of him on behalf of the Emperor; and the fact of his being an official guest of the Japanese Government for a considerable time did much harm in preventing his own countrymen and Britishers and others, who desired to welcome him warmly, from taking any steps to arrange receptions etc. This confusion of authorities, however, has now disappeared, and nothing seems to be wanting to make the Japan trip as pleasant a one as can be. On arriving at Yokohama, he will depart immediately for Tokio, and most probably will remain there for a month, visiting Nikko and the Silk factories at Tomioka and Shinmachi. There will be a very fond, and a grand review of troops. Several detachments of soldiers stationed at Osaka, Kumamoto, Hiroshima, Miyagi and Nagoya have been ordered to return to Tokio to take part therein. He will then come down to Yokohama for a few days and be of the service of his many friends there. Here also a Garden-party in the evening will be held in his honour. Three pavilions are to be erected in the gardens, one for receptions, another for dancing and a third for refreshments. Demonstrations will also be held there when he lands, and when he comes down from Tokio. He is not expected to visit Yokohama finally till sometime in August. The *Euro-koran*, from which the Foreign Office has been removed, has been fitted up in the most elegant and luxurious style for his reception. This building was originally built by the Mikado for a Naval College; but other buildings in the neighborhood were eventually devoted to that purpose. The first occupant was the Duke of Edinburgh, on the occasion of his visit to the Japanese Empire in the frigate *Galeta*, and many innovations of ancient customs were made during his stay, the Mikado, for the first time, receiving him in the manner prevailing in European courts. This Palace is near the Tokio railway station, and is surrounded by a small park, beautifully laid out with walks, ponds, shrubbery of fantastic and picturesque design, artificial mounds covered with flowers, and, indeed, with all the agreeable accessories of Japanese landscape gardening. This enclosure adjoins and opens upon the Hama-goto, the beautiful park on the sea shore, long the favorite resort of the Emperors during the summer months, affording unlimited facilities for pleasant excursions and being quite exclusive. A suit of rooms is being prepared for the General

and his friends; new bath-rooms are being fitted up, billiard and smoking rooms furnished, and a splendid dining room, newly decorated and supplied with modern furniture for the entertainment which the government desires him to give while its guest. All the furniture is of European make, and the carpets, table linen, equipments, &c., are the finest that France can supply. A magnificent American *salon*, and American billiard tables afford opportunity for play. The paper on the walls is Japanese, and a beautiful example of the exquisite productions of the best artists in the country. It is generally of gold, with figures, landscapes, birds, fans and quaint devices, in brilliant and varied colours, painted upon it. Some hunting scenes, with groups of men and horses, all of the olden style, are particularly fine and attractive. A corps of French and Japanese cooks and servants have been secured, and the wine cellar has received particular attention. \$40,000 have been set aside for General Grant's entertainment, (the Princes of Italy and Germany were allotted \$15,000) and special officers have been appointed to see that the same is wisely expended. The General will be received much less formally than was the Duke of Edinburgh, and of course, will be taken to the Plains of Narashiro to witness a review of the brigade of the Imperial Guards. A naval review will probably be held on the broad bay of Jeddo. The priests are instructed to propitiate the gods in behalf of the General, and there will be offerings in the temples to all the gods, including the big God of War, the patron and firm friend of the mighty General. Amongst the sources of our information, as above, we should acknowledge a letter from the Yokohama correspondent of the *New York Herald* published in one of the most recent issues of that paper to hand.

THE FAMINE DISTRICTS.

Letters have been received from Ping-yang-foo in Shansi, under date 20th May, to the effect that the relief distributors there were in their last week of distribution, and they were heartily glad it was drawing to an end at last. The great anxiety was for rain. Officials and people were at their wit's end about it. In the higher and drier parts of the country, the wheat had already suffered considerably from drought. The people had petitioned to be relieved from taxes this season again. For several days the sky had been cloudy, and while the letters were being written fine rain was falling. This is from a part of Shansi where the drought was felt most severely, and while other parts of the country were favoured with rain, none had fallen there.

Further news is also to hand from Tientsin, where the heat was felt to be excessive, and where the drought was parading the country far and near. There was every apprehension of a famine again, and an appeal was made for all the relief money to be sent on to Tientsin for use in that neighbourhood, where it was most urgently needed.

It is gratifying to find that the appeals made in European and other places by the Roman Catholic authorities had been so successful. From a paper communicated by Rev. Pere Ameri, we learn that Tls. 158,476 had been raised in all for relief work, which included Tls. 50,000 received by him from the China Famine Relief Fund in Shanghai.

The report current some time ago that Tls. 100,000 had been handed to Rev. Mr. Richard by the Chinese in Shansi for distribution, has been ascertained not to be the case.—*N. O. D. News.*

Japan.

YOKOHAMA.

(Echo du Japon.)

According to the *Mai Nichi Shinbun* the quantity of tea brought to the market in Yokohama since the opening of the season is over 50,000 *kin*. The number of persons engaged in the preparation of this product for export, and for box-making &c., is over ten thousand.

A remarkable case of successful acclimatization, probably also unique in this country, can be seen in the garden of Dr. Mourier, No. 65 Bluff. A banana tree which has been planted about ten years and has borne nothing previously, is now bearing a magnificent fruit. In the same garden olive trees can be seen in full flower.

The first pilgrims of the season with their white garments, their appropriate bells and long wands, left this place on Sunday for the annual ascent of Fujiyama. As the weather of these last days has been bad, it is probable that the holy mountain will not be easily accessible to those who desire to make the ascent.

The *Choya Shinbun* says that the English Government pays great attention to the Prince of Tokugawa, now a student of the London University. Recently, after a good report of his professors, the young prince was invited to the Royal Court as a guest at a magnificent dinner.

Whale-fishing of last winter was very profitable to the whalers of Hizen. Eleven whales were taken and sold for the sum of 24,500 *yen*.

The Works for carbonate of lime established at Tsukuda-shima prosper; and, it is said, will send a great quantity of its product to China.

At Osaka the rain fell without interruption on the 23rd of May to the 3rd of June, a storm of uncommon force raged on the evening of the last day. The rivers have overflowed and the villages near have been inundated. It is said that nearly all the fields of Sakai ken are under water.

The Government is about to prepare a list exact and detailed of all foreigners in its service.

We have received the following telegram from the *Coro Agricoltore* of Milan dated 11th instant: "Silk crop failed. One million and a half of cards necessary."

PETALUMMA has one citizen who is an enthusiastic advocate of Chinese immigration. "Throw down the barriers," he cries, "and let them all come. My God, sir, what a powerful nation we would be, with four hundred millions of Chineses to back us."

A PARISIEN artist went to his allopathic doctor for a remedy for a cold which kept his wife at home. "Paint your wife's back with iodine," was the injunction. In the evening the artist set to work. His artistic fancy got the better of him. He sketched a landscape with a river in the foreground, mountains in the background, and introduced bits of still life. "Have you not finished?" said the wife, impatiently. "Yes," he replied; "one-half iodine more to put my name and seal for the doctor."

Intimations.

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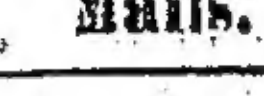
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H. M. BLANCHARD, Acting Agent.
Hongkong, June 9, 1879. jy8

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Hongkong, October 15, 1868.

NOW READY.

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To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Anchises	5	Jackson	Brit. str.	1804	June 22	Butterfield & Swire	Amoy & Shanghai
Bellona	5	Abrens	Ger. str.	789	June 20	Butterfield & Swire	Yokohama
Benary	4	Potter	Brit. str.	1119	June 20	Gibb, Livingston & Co.	Yokohama & Higo
Bombay	1	h	Brit. str.	749	Feb. 12	Kwok Achong	Amoy and Manila
Emmy	4	h	Brit. str.	222	June 22	Remedios & Co.	Tag. Flying
Fame	6	Stopani	Brit. str.	117	June 10	H.K. & W'poo Dock Co.	Yokohama & Higo
Gaelic	2	Davison	Brit. str.	1712	June 10	O. & S. S. Co.	For Sale
Galley of Lorne	3	c	Brit. str.	1389	June 17	Gibb, Livingston & Co.	Ab'deen Dock
Glasgow Castle	7	c	Brit. str.	1075	June 18	Adamson, Bell & Co.	For Sale
Gleniffer	3	c	Brit. str.	1412	June 13	Jardine, Matheson & Co.	Ab'deen Dock
Hindustan	5	c	Brit. str.	991	June 5	David Sassoon, Sons & Co.	For Sale
Kiangchow	1	h	Brit. str.	395	May 27	Kwok Achong	27th Inst.
Kwangtung	5	h	Brit. str.	875	June 24	Douglas LaPrak & Co.	K'loon Dock
Manmule	2	h	Brit. str.	2000	June 19	Gibb, Livingston & Co.	Coast Ports
Norma	2	h	Brit. str.	605	May 31	Kwok Achong	Australian Ports
Octava	2	h	Brit. str.	893	June 12	Kwok Achong	Saloon
Paladin	3	c	Brit. str.	397	June 17	Arnhold, Karberg & Co.	To-morrow
Rajahmundry	3	c	Brit. str.	933	June 29	Yuen Fat Hong	Bangkok
Saint Mark	3	c	Brit. str.	1097	June 7	Kop Kue	Singapore and Penang
Salvadora	3	c	Brit. str.	615	June 11	Remedios & Co.	
Sea Gull	2	h	Brit. str.	48	June 24	China Traders' Insurance Co.	Yokohama
Sunda	2	h	Brit. str.	1029	June 16	P. & O. S. N. Co.	Malta
Thales	2	c	Brit. str.	820	June 18	Jardine, Matheson & Co.	Yokohama
Tibre	2	c	Brit. str.	1004	June 21	Messageries Maritimes	Malta
Yang-tse	2	h	Brit. str.	2400	June 22	Messageries Maritimes	To-day
Yotting	2	h	Brit. str.	286	June 22	Kwok Achong	28th Inst.
Zephyr	2	h	Brit. str.	286	June 22	Russell & Co.	
Sailing Vessels							
Abbie N. Franklin	2	h	Amer. bge.	460	Mar. 6	Captain	For Sale
Augusta	3	h	Dutch sh.	1308	June 17	Edward Schellhaas & Co.	
Blenheim	2	h	Brit. bge.	674	June 8	Molchers & Co.	Manila
Brunette	2	h	Brit. bge.	374	June 4	Gao, R. Stevens & Co.	
Canton	1	c	Brit. bge.	779	June 8	Chinasee	Sands' Ship
Catherine Madden	2	h	Brit. bge.	287	June 9	Captain	
Channel Queen	2	h	Brit. bge.	609	May 24	Edward Schellhaas & Co.	London
Charité	2	h	Brit. bge.	268	June 2	Carlowitz & Co.	K'loon Dock
Charon Waitana	2	h	Brit. bge.	668	June 12	Chinasee	
Chasca	2	h	Amer. bge.	638	June 19	Chinasee	
Clara	2	h	Brit. bge.	987	May 26	Vogel & Co.	
Clara Baryan	2	h	Brit. bge.	558	June 8	Bornao Co., Limited	San Francisco
Colwyn	2	h	Brit. bge.	1180	May 31	Vogel & Co.	
Cordonan	2	h	Brit. bge.	459	June 1	Carlowitz & Co.	San Francisco
E. M. Young	2	h	Brit. bge.	845	June 1	Chinasee	
Edith	2	h	Brit. bge.	1173	April 30	Vogel & Co.	
Elizabeth Childs	2	h	Brit. bge.	391	June 9	Wieler & Co.	
Esperance	2	h	Brit. bge.	373	June 8	Carlowitz & Co.	
Fabius	2	h	Brit. bge.	650	June 8	Chinasee	
Fetich	2	h	Brit. bge.	471	June 8	Edward Schellhaas & Co.	
G. C. Truett	2	h	Brit. bge.	1529	June 11	Messageries Maritimes	
Gauntlet	2	h	Brit. bge.	586	June 17	Vogel & Co.	London
Golden Fleec	2	h	Brit. bge.	893	May 10	Vogel & Co.	Hamburg
Gollah	2	h	Brit. bge.	542	June 8	Captain	New York
Hattie E. Tapley	2	h	Brit. bge.	948	April 28	Vogel & Co.	
Helene	2	h	Brit. bge.	372	June 28	Wieler & Co.	
Hieronimus	2	h	Brit. bge.	425	June 17	Wieler & Co.	
Highlander	2	h	Brit. bge.	1352	June 19	Vogel & Co.	
Irene	2	h	Brit. bge.	481	May 18	Russell & Co.	New York
Jan Peter	2	h	Brit. bge.	386	June 8	Siemssen & Co.	
John O. Munro	2	h	Brit. bge.	612	June 23	Order	San Francisco
John B. Stanhope	2	h	Brit. bge.	407	May 5	Russell & Co.	
Lucky	2	h	Brit. bge.	424	June 9	Chinasee	
Marquis of Argyll	2	h	Brit. bge.	500	June 11	Rosario & Co.	
Miriam	2	h	Brit. bge.	598	June 5	Adamson, Bell & Co.	
Monte Rosa	2	h	Brit. bge.	1818	June 15	Bornao Co., Limited	